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Agents.

Hongkong, 29th September, 1906. [30]

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HONGKONG OFFICE: 10A, DES VUEX ROAD U.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 18TH, 1906.

ALTHOUGH nothing momentous is likely to happen as a result of it, a recent article in the *Financial Review of Reviews* seems to be giving rise to a good deal of discussion. Suggestions for state-owned this and state-managed that are by no means rare, and the neighbouring country of Japan is taking a leading part in such experiments, with results which have as yet scarcely had time to show themselves. Some say the state enterprises are doing well; others say the contrary. For a long time the British Post Office was the pet object of socialists, but they are probably now a little tired of it. There is something more fascinating about the suggestion in the article cited above, which is nothing more or less than that all insurance companies should be merged under state management. Here also Japan has practically gone further than any other country, although it has as yet refrained from putting insurance on a footing with tobacco and railways. The author of the latest suggestion has many arguments for it, but his trump card is undoubtedly the addition of about twelve millions to the national revenue. He is one of those who share the mild mania of desiring to extinguish the National Debt, but if we do not all agree with him, he is prepared to allow us to apply insurance profits in other ways, one bait held out being a possible substantial reduction of the income tax. First of all he dwells on the amazing profitability of insurance, and quotes an eminent actuarial authority to the effect that nothing in the commercial world equals or even approaches the security of a

well-established insurance office. According to the last annual return of Life Assurance business, issued by Government, there was a return of over a million on a capital outlay of about fourteen millions; say something over seven per cent. "The figure is a very striking one, and it appears the more significant when we remember that all companies, good, bad, and indifferent, which come within the provisions of Section 10 of 'The Life Assurance Companies Act, 1870,' are included in the return. It is probable that no other interest or industry in the country could show collectively such a handsome yield on its capital." The writer quoted claims that under Government management this return would be greatly increased, as it has been made under the existing competitive system in spite of the extremely costly system of working involved. He figures roughly that nearly a quarter of the total premium income of the Life Insurance Companies is spent on managerial and office expenses, and on commission. In the case of Fire Offices, he puts the proportion still larger. The best feature of British companies, so far as the public takes interest in the matter, has always appeared to be their very substantial reserves, but the writer considers them overgrown. He would reduce them one half. He suggests that they spell high rates as well as security, and he would allow Government a less reserve, and expect it to insure at lower rates. This, we suppose, will be the weak place in his armour, if the experts consider him worth fighting. He is interesting when giving his opinion of the present system, as the following extract from a summary of his essay may show. "The companies," he declares, "work on a basis theoretically sound, but in practice fallacious. The mortality tables are out of date. As a rule they go back to 1872, since which year sanitary science has made such strides that the death-rate has been materially reduced and the average duration of life prolonged. The calculations of the companies, moreover, are not based on the selected lives with which they usually deal, but on those of the general population, including, of course, the notoriously short-lived. Consequently, they are constantly paying enormously less in death-claims than they expected, or might have expected. Twenty years ago one of the largest companies testified to its deaths one year being 25 per cent below the number expected. Again, the average duration of a policy in a British company is only five years, and lapsed policies outnumber those on which claims are paid by two to one. Yet companies still calculate on the assumption that every policy will mature. The 'epidemic' argument is used to justify these bounds; but the writer does not think it does justify them nowadays. He seems to overlook the obvious reflection that we can never know when surprises are in store for the insurance world. The current year is an example, with San Francisco, Valparaiso, and our own Hongkong trouble; and no one can promise that there will never again be a vast epidemic or series of epidemics. On his argument that the proposal is not a revolutionary one, or altogether without precedent, he is on safer ground, but we take it in view of recent re-action and disclosures that his citations of gas, electricity, telephones, etc., are none too happy. New Zealand appears to have actually adopted his suggestion before he made it, but that enterprising Colony is the despair of all argumentative people. It seems capable of demonstrating anything. Germany and Japan are expected to follow New Zealand's example, however, and this writer would like to see Great Britain in the van, substituting one well-equipped central office for the numerous headquarters existing now, and economising on administration. Even allowing seven per cent as expenses of State insurance, he calculates a saving of more than thirteen millions sterling. The way to effect the change would be easy, in his opinion. Calculating on a thirty years' purchase of the net earnings of the present system (but arbitrators would scarcely be as ready with their decision as he) the price of all the Life Companies would be about thirty and a half millions sterling, and of the Fire companies another twenty millions. He prefers to leave the treatment of mutual offices, and of accumulated profits and reserves, to the tribunal of arbitration. He is vague as to compensation for the enormous army of employees, suggesting that one million per annum "for a series of years" would be a safe estimate. So it would, in one way, but meanwhile the tremendous savings might have to be

waited for till the end of that series of years. Many of the officials would be employed by the State Insurance Co., Unlimited, so he ventures to quote ten millions as the utmost amount required for compensation, or about sixty and a half millions as the total cost of expropriation. As we remarked, we do not expect that any government party will care to tackle the question seriously at present; but it certainly offers a fine ground for debate.

The Admiralty have decided, with the King's approval, that a new pattern white helmet is to be adopted as the uniform pattern for officers of the Fleet. Officers may, however, wear the old pattern helmet until a new one is required.

This evening at the Union Church Literary Club there will be a Debate on the following question:—Should the destruction of non-criminals under any circumstances be legalised? The debate will be opened by Mr. H. L. Garrett at 9 p.m. sharp and the Chairman will be Mr. Frank Browne.

News was received at Instow, North Devon, where his family reside, that Rear-Adm. Sir Edward Chichester was lying seriously ill with pneumonia at Gibraltar. It was later stated that Sir E. Chichester had been suffering from an attack of bronchitis, not pneumonia, but was making good progress.

His Majesty's Secretary of State for Foreign Affairs received a telegram, dated the 12th September, from his Majesty's Chargé d'Affaires at Peking informing him that the Japanese troops had been withdrawn from the Feng-tien (Mukden) Province, and that the following places had been opened to international trade, viz., Tieh-ling, Tang-shiang-tai, and Fa-kai-men.

Penang is the first Far Eastern settlement to take up push-ball, so far as we know. The *Gazette* says:—"The novelty of a game of push-ball—one of many inventions in the way of outdoor pastimes that has had its origin in America—drew quite a large crowd to the Esplanade yesterday afternoon. The appearance of the huge sphere likewise proved an irresistible attraction to the natives, who seemed to extract as much amusement from the game as the European spectators."

The election of Father Wernz as the new General of the Jesuits has excited unusual interest, and a great, not to say perhaps exaggerated, significance has been attached to its political aspect. It is no disparagement to the Society of Jesus to say that all this curiosity is not simply the result of their own importance as an Order, large as it is believed to be by many credulous people, the election of Father Wernz would not have aroused a tittle of the attention it has done, if the political situation had not made it a matter of special interest that the choice should have fallen on a German.

Selection having at last been given to the appointment of a colonel to command the Royal Artillery at Portsmouth, it must come as a matter of surprise to find that the post of Staff Officer of Garrison Artillery is to be abolished. This has of late been one of very considerable importance, dealing as it does with the mass of detail that must necessarily arise in the case of a large force of artillery. Doubtless it is expected that for the future it will be all dealt with by the colonel himself, but in this case it is difficult to see how he is to devote the necessary time to the study of problems more commensurate with his rank. It has always been found by experience that officers holding important commands invariably require an assistant to take off their hands the heavy work connected with the many matters of detail that daily arise, so as to leave their own time free for more important questions. If it is necessary for a brigadier commanding four units to have a staff officer, still more would it appear essential for an officer commanding 16 units, as in the present case. The situation is the more extraordinary as his subordinate lieutenants command brigades of batteries are each provided with an adjutant.

London reports that the September list of passenger sailings of the P. and O. steamers calls attention to the company's improved direct service of intermediate steamers between London and Japan, sailing from the Royal Albert Dock at fortnightly intervals. The *Namur*, which was to leave London on October 13, had practically completed her outfit at Messrs. Caird's Greenock yard. The *Nyanga*, the third steamer of the "N" class, was expected to be ready for launching about September 24, and to take her place in the direct Japan service on December 8, when she will leave London for Yokohama. The round fare for a tour to Sydney and home via Torres Strait, calling at Thursday Island, Port Darwin, Java, ports, and Singapore is £125. For travellers to Australia it is suggested that the attractions of a circular cruise from Sydney, through the island groups of the Western Pacific are worth consideration. The cruise of the *Vesta* from London on September 19 to Portugal, Morocco, Spain, &c., was announced; and attention also drawn to the approaching visit of the *Ameer* to India, when a military demonstration will be held near Agra in November and December. With reference to the management, it is stated that Mr. R. Kendall, late senior general manager, has retired from active service after 50 years' work under the company's flag. Mr. I. A. Shidda, late assistant manager, has been appointed to fill the vacancy on the staff of general managers, and is succeeded in the office of assistant manager and inspector by Mr. Frank Ritchie. Mr. Ritchie's late post of superintendent of the company's establishment at Bombay will now be filled by Mr. A. M. Symes.

TELEGRAMS.

[REUTERS SERVICE.]

THE SCENE AT LONGCHAMPS.

LONDON, October 15th.

The scene at Longchamps was a regular pandemonium; the mob fought wildly with one another for booty; some invaded the bars and got drunk; and some tore about madly brandishing stolen bank notes, or which they were soon robbed by others. Scarcely any building on the course escaped destruction or damage. Sixty arrests were made.

FRANCE AND MOROCCO.

LONDON, October 15th.

Trouble is brewing between France and Morocco, owing to the latter creating all sorts of difficulties in the trade between Taflet and Southern Algeria.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Kulangsu Municipal Council held at the Board-room, Kulangsu, Amoy, on the 15th September 1906. Present: Messrs. F. B. Marshall (Chairman), C. A. V. Bowra, A. F. Gardiner, I. Takatsuki, L. I. Thomas, W. H. Wallace, the Health Officer and the Secretary.

1. The minutes of the last meeting were read and confirmed.
2. A letter is read from Mr. Lim Nee Kar, forwarding plan, requesting permission to close up a road on his property and construct another in place of it. The Secretary is instructed to refer Mr. Lim Nee Kar to their letter of the 27th April, 1904, and inform him that as the matter concerns a right of way, they have not the authority to alter the decision then arrived at, but if he is prepared to make a substantial offer for the privilege he is seeking, the Council will call a meeting of the Ratepayers and submit the same.

3. The report of the Watch Committee on an inquiry held on the alleged misconduct of one of the Sikh Police is read.

4. It is decided that leave on half pay granted to the Police is to be allowed to count towards their period of engagement.

5. The Superintendent of Police reports the following arrests and summonses during the past fortnight:—Arrests—Theft 2, and Committing a nuisance 2. Summonses—Debt 2, Assault 1, Contempt of Court 1, Using threatening language 1, and Breach of Municipal Regulations 1.

6. It is decided that, until further notice, meetings of the Council will take place at 3 p.m.

(Signed) FRED E. MARSHALL.

Chairman.

By Order

C. BRANLEY MITCHELL,

Secretary.

Kulangsu, Amoy, 13th October 1906.

CANTON NOTES.

[From the "Canton Daily News."]

LOSS IN "HANKOW" FIRE.

A director of the arsenal was on the *Hankow* when she was burnt at Hongkong. He had \$300,000 in cheques and 12 parcels of drafts to deposit, which were all lost. They were put in the purser's office for safe keeping.

PIRATES TO BE EXECUTED.

Two of the pirates of the *Satsum* will be executed this week.

FAREWELL FOR SHAM.

The merchants of Hongkong intend to hold a big banquet and celebration for Viceroy Shun when he arrives there on his way to Shanghai.

ECHO OF CUSTOMS TROUBLE.

Chow Tung-shang, who figured conspicuously in the Customs trouble a short time ago has left China and gone to some foreign country. His family, which has been incarcerated since the trouble, have offered to pay a large sum of money if they are released. Viceroy Shun has replied that they must pay the money before they are released.

RAILWAY.

The board of directors of the Yuet Han Co. have handed a petition to the Viceroy asking him to refuse the resignation of The Tow-shai. The directors that his resignation had taken place virtually, but he would serve a short while longer to accommodate them.

CUSTOMS ACCOUNTS.

Viceroy Shun and the Provincial Treasurer are busily engaged in settling the Customs accounts. Shun has memorialised the throne asking the responsibility of the matter upon himself and is endeavouring to settle the accounts before his departure.

OFFICIAL SALARIES.

Under the reformed official system, it is proposed to increase the official salaries from the Viceroy down, and relieve the magistracy of the burden of making supplies to officials passing through, which in many districts represents a heavy annual drain which has to be made up in other ways.

Every woman should be a trained housewife before she undertakes to make a man happy, and no woman should venture to despise the art of housekeeping before her marriage, since her future happiness depends in a great measure on the way she keeps her home.

SUPREME COURT.

Wednesday, October 17th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISE JUDGE).

A JUNK COLLISION.

Yak Seung sued Fung Lau for the recovery of \$234 in respect of damage to plaintiff's junk caused by the unskillful navigation of defendant's junk and expenses incurred by four days' detention in Canton.

Mr. E. J. Grist, for Mr. Otto Kung Sing, represented the plaintiff; and Mr. J. H. Gardiner, from the office of Mr. O. D. Thomson, appeared for the defendant.

Mr. Gardiner applied for an adjournment as other witnesses he wished to call had not arrived from Canton.

His Lordship—I cannot allow another adjournment. You have had six days to get the witnesses here, besides, any other evidence you call must be to discredit that of the man who was in charge of your junk.

Mr. Gardiner—I should like to explain.

His Lordship—Certainly, but I won't allow a further adjournment.

Mr. Gardiner—As your Lordship said, this man is very ignorant.

His Lordship—Yes, and I have written it down.

Mr. Gardiner—This man got mixed up in his story.

His Lordship—I am very sorry, Mr. Gardiner, but he goes and tells you one story and me another. You want to discredit your own witness?

Mr. Gardiner—The mistake made was possibly owing to his ignorance.

His Lordship—I know this; that his evidence tallied with that given by the other side. That, of course, does not suit you.

Mr. Gardiner—If your Lordship went now to call further evidence I don't see how I can possibly succeed.

His Lordship—You admit your junk was to blame?

Mr. Gardiner—Yes, I admit that.

His Lordship—But you set up contributory negligence?

Mr. Gardiner—Yes.

His Lordship—Well, I say there was no contributory negligence at all. This junk of yours, as I said before, was like a Chinaman in the street—seemed to think the whole roadway belonged to it.

Mr. Gardiner—But there was a typhoon.

His Lordship—No, no. It is about the clearest case I have ever had. There will be judgment for the plaintiff less \$24 demurrage, and costs.

THE VOLUNTEER CAMP.

Less exacting in its demands on the strength of the individual and more interesting was the work which yesterday fell to the lot of the Volunteer on Stonecutters Island. The more technical nature of the duties of handling the guns filled the greater part of the programme of the day's proceedings. In the early morning both companies made fair practice with the maxim guns, the difficulties and problems set by the staff instructors affording excellent instruction, while good work was done on the fifteen pounders. Not till Saturday however will the Volunteers have an opportunity of using black cartridge. Then will come the time for fire discipline, which is the real test of the "meat of cannon."

An innovation appreciated by every man under canvas is the reading and recreation room provided by the Y.M.C.A. The Commandant readily gave permission and set apart a tent for such an institution. Opened on Tuesday night, it attracted many Volunteers, who were warm in their expressions of appreciation. Not only are papers, magazines, etc. to be found on the tables, but there is also a nice little library, while draughts and chess help to spend a quiet evening. Writing materials are also supplied. A more useful addition to the camp could hardly have been devised, and under the supervision of Mr. McPherson it should prove of considerable value. That gentleman also hopes to arrange for one or two lectures during the encampment.

While residents of Hongkong admitted the searchlight flashed over Stonecutters and heard the booming of the big guns on Tuesday night the Volunteers were favoured with a closer view of the interesting operations. With his usual forethought the Commandant arranged for dinner being served half an hour earlier in order to give all an opportunity of watching the proceedings. And the experience was one to be treasured. The searchlight, operated from a point at the east side of the island, illuminated the greater part of the channel between the mainland and Stonecutters, showing the rocks into shadowy outlines and the serrated sides of the opposite hills into the most fantastic shapes. Boats, sampans and junks on the surface of the water stood out distinctly, invested by the white glow with an unusually picturesque appearance. The launch in the centre of the picture had the targets in tow at the end of a long cable. Having unwound—the cable the launch gets up her full speed and setting the winding gear in operation the target is thus drawn through the water at the speed of the wind plus the speed of the vessel. The target flying through the water throws up a huge cloud of spray, which envelops it completely, not only making the target more conspicuous but adding to the spectacular effect. A flash on the crest of the hill attracts the eye. A boom is heard, followed by the sound of an object hurtling through the air. Then the splash is seen just in front of the target, or another shell may sink without the splash being noticed, indicating that the shot has gone over. That of course tells that the men on the gun have found their target. The spectacle was noteworthy and everyone who watched it at close quarters realized something of the possible work of our garrison.

The official guest night, when H.E. the Governor will attend, has been fixed for Saturday.

SINGAPORE LEGISLATIVE COUNCIL.

IN HONGKONG'S BOAT.

Following are extracts from Sir John Anderson's Budget Address at Singapore:—

The financial position of the Colony is shown by the following figures:

Assets, 1st January, 1906	\$2,336,255
Probable Revenue, 1906	9,718,142
Total	12,054,407
Probable Expenditure 1906	9,283,967
Estimated Assets, 31st December 1906	2,757,440

This does not include the sum \$1,200,000 of arrears due by the Farmers, for which we hold ample security, but which we may have to realise with caution. For that reason we have not brought the arrears to credit of Revenue next year, but will include them in the statement of assets, which will then be approximately four million dollars.

Unfortunately about a million of this in the form of subsidiary coin which is not at present a realisable asset, but will it is hoped become so in the near future.

The Revenue and Expenditure for 1906 were estimated at \$9,718,142 and \$10,102,588 respectively, but the figures I have quoted are the probable Revenue and Expenditure for the year have been estimated in the light of four experience during the six months ending June 30th.

THE FIXED DOLLAR.

The saving of more than \$800,000 on the estimate for this year is partly due to the rise in the exchange value of the dollar, which has reduced the sums payable on sterling account, but more especially to the abandonment of post-ponement or non-completion during the year of several large public works, such as the One-Fathom Bank Lighthouse, the construction of a Quarantine Camp for infectious diseases at Moulin Road, the erection of a new Bridge over the mouth of the Singapore River, the special services to Government House, the erection of a new Lunatic Asylum and the purchase of Tug and Barges for use with the new dredger for Penang Harbour.

On the other hand the Revenue which we are now likely to obtain in the current year is larger than was estimated by about \$150,000, chiefly owing to increased returns from Land Revenue (\$18,000), Rents Exclusive of Land (\$34,000) Stamps (\$143,000) and Postal Revenue (\$42,000), while the only large decrease is likely to be under Interest, (\$70,000) due to the operation of Ordinance V. of 1903, which provides that the profit derived from the Carriage Commission's investments shall be paid in the Carriage Note issue Depreciation Fund and not into the General Revenue of the Colony.

In 1907 we expected to obtain a Revenue of \$9,259,865, and to spend \$9,658,202.

The decrease in the Revenue is more than accounted for by the fall in the price at which the Estate Farms have been let for the ensuing triennial period.

OPIMUM FARM RENTS REDUCED.

The reduction in the Opium Farm Rents is very great, and the increase in the sum for which the Opium Farms have been let is not as large as was expected from the enhanced duties sanctioned by the recently passed Liquors Ordinance. That fall is due to special causes and is not confined to this Colony. On the other hand several of the other items of Revenue such as Land Revenue and Post Office show a healthy increase and point to an advance in general business activity.

We are thus compelled to restrict our Expenditure, and to include in the Budget only those services which are essential.

TRADE.

The foreign trade of the Colony in 1905, exclusive of Treasure, was represented by 391 million dollars in Imports and 238 million dollars in Exports, the Imports decreasing by rather less than 2 per cent, and the Exports increasing by 34 per cent.

The sterling equivalents were 432,000,000 and 427,000,000, increases of about 44 per cent and 34 per cent respectively.

The Singapore returns under both headings were smaller than in 1904, while the large increase was recorded in Exports from Penang.

During the first half of the current year a further reduction is shown in Imports of more than 53 million dollars for the Colony, of which Singapore accounts for nearly 21 millions, and Penang for the remainder.

In sterling, however, there was an increase of £2,340,000 for the Colony.

The total Imports were 1,591 million dollars or £186,000,000. In the same period Exports amounted to 1,435 million dollars, £170,000,000, an increase of about 7 millions in dollars and of 23,300,000 in sterling, of which more than three-quarters was contributed by Penang.

One-half of the total increase is due to the enhanced value of the tin exported.

On the whole Exports of manufactured goods show a forward movement, but it is believed that Import stocks are still above the average.

The rise in the Exchange value of the dollar of 10 per cent was the reason why the sterling value of the merchandise imported and exported were in each case an advance on previous figures.

It is gratifying to be able to inform you that notwithstanding the total decrease in the dollar value of the Imports in 1905 as compared with 1904 there was an actual increase of \$1,200,000 in the value of goods imported from the United Kingdom, and the statistics of the import trade for the past five years show that the value of Imports from the United Kingdom has increased from \$29,800,000 to \$35,800,000, whilst those from the remainder of Europe and the United States of America has increased only from \$19,000,000 to \$20,000,000.

The tonnage of vessels entered and cleared in 1905 was twenty-one and a half millions and again showed an increase over the figures for the previous year.

IMMIGRATION.

Immigrants from Chinese ports numbered in 1905, 173,131; a decrease of 31,000, but the proportion of women to men has again increased, and was 56 per cent. The cause of the reduction is to be found in the fact that better harvests were obtained in China, and that considerable developments are in progress there, giving increased local employment. This state of things is likely to continue and in the absence of special efforts to attract labour from China the decrease will probably continue. The number of Immigrants from Southern India on the other hand was over 39,000, an increase of 9,000, and recruiting has proceeded steadily during the current year. In the year ending the 11th February, 1906, the date on which the first year of the new Cooch Navigation Company expired, 13,618 tickets to the Straits were issued at the reduced prices stipulated for by the contract, whilst from the 12th February last to the end of August not less than 21,000 such tickets have been used. The requirements of planters and others in the Colony and the Federated Malay States are still increasing, and will continue to do so as fresh land is daily being opened out.

MR. "JOHN SMITH" OF CHINA.

The following very readable article by "Sinosia" appeared in the *Shanghai Mercury*—

"The Philistine only grasps the conditions of life which are in front of him, and also demands that the rest of mankind should fashion its mode of existence after his own."—Gotho.

Mr. W. Stead once asked: "What is the secret of Marie Corelli's popularity?" His answer was: "Like author, like reader, because the John Smiths who read her novels live in Marie Corelli's world and regard her as the most authoritative exponent of the Universe in which they live, more and more have their being." What Marie Corelli is to the John Smith in Great Britain, the Rev. Arthur Smith is to the John Smith in China.

Now the difference between the really educated person and the half-educated one is this. The really educated person wants to read books which will tell him the real truth about a thing, whereas the half-educated person prefers to read books which will tell him what he wants the thing to be, what his vanity prompts him to wish that the thing should be.

John Smith in China wants very much to be a superior person to the Chinaman and the Rev. Arthur Smith writes a book to prove conclusively that he, John Smith, is a very much superior person to the Chinaman. Therefore, the Rev. Arthur Smith is a person very dear to John Smith, and the "Chinese Characteristics" becomes a Bible to John Smith.

But Mr. W. Stead says: "It is John Smith and his neighbours who now rule the British Empire." Consequently I have lately taken the trouble to read the books which furnish John Smith with his ideas on China and the Chinese.

The Autocrat at the Breakfast Table classified minds under the heads of arithmetical and algebraical intellects. "All economical and practical wisdom," he observes, "is an extension or variation of the arithmetical formula 2+2=4. Every philosophical proposition has the more general character of the expression a+b=c. Now the whole family of John Smiths belong decidedly to the category of minds which the Autocrat calls arithmetical intellects. John Smith's father, John Smith senior, alias John Bull, made his fortune with the simple formula 2+2=4. John Bull came to China to sell his Manchester goods and to make money and he got on very well with John Chinaman because both he and John Chinaman understood and agreed perfectly upon the formula 2+2=4. But John Smith who now rules the British Empire comes out to China with his head filled with a+b=c which he does not understand, and not content to sell his Manchester goods, wants to civilise the Chinese, or, as he expresses it, to 'spread Anglo-Saxon ideals.' 'The result is that John Smith gets on very badly with John Chinaman, and what is worse, under the civilising influence of John Smith's a+b=c Anglo-Saxon ideals, John Chinaman, instead of being a good, honest, steady customer for Manchester goods, neglects his business, goes to Chang Su's Gardens to celebrate the Constitution, in fact becomes a mad, raving reformer.

I have lately, by the help of Mr. Putnam Weale's 'History of the Far East' and other books, tried to compile a Catechism of Anglo-Saxon Ideals for the use of Chinese students. The result, so far, is something like this:

1.—What is the chief end of man?
The chief end of man is to glorify the British Empire.

2.—Do you believe in God?
Yes, when I go to Church.

3.—What do you believe in when you are not in Church?
I believe in interests—in what will pay.

4.—What is justification by faith?
To believe in everyone for himself.

5.—What is justification by works?
Put money in your pocket.

6.—What is Heaven?
Heaven means to be able to live in Babbalng Well Road and drive in victorias.

7.—What is Hell?
Hell means to be unsuccessful.

8.—What is a state of human perfectibility?
Sir Robert Hart's Custom Service in China.

9.—What is blasphemy?
To say that Sir Robert Hart is not a great man of genius.

10.—What is the most heinous sin?
To obstruct British trade.

11.—For what purpose did God create the 400 million Chinese?
For the British to trade upon.

12.—What form of prayer do you use when you pray?
We thank Thee, O Lord, that we are not as the wicked Russians and brutal Germans are, who want to partition China.

13.—Who is the great Apostle of the Anglo-Saxon Ideals in China?
Dr. Morrison, the Times Correspondent in Peking.

It may be a libel to say that the above is a true statement of Anglo-Saxon ideals, but any man who will take the trouble to read Mr. Putnam Weale's book will not deny that the above is a fair representation of the Anglo-Saxon ideals of Mr. Putnam Weale and John Smith who reads Mr. Putnam Weale's books.

The most curious thing about the matter is that the civilising influence John Smith's Anglo-Saxon ideals really taking effect in China. Under this influence of John Chinaman, the old Chinese literati with his eight-legged ways was a harmless humbug. But foreigners will find to their cost that the new Chinese literati who under the influence of John Smith's Anglo-Saxon ideals is endeavouring for a constitution is likely to become an intolerable and dangerous nuisance. In the end, John Bull Senior will not only find his Manchester goods trade ruined, but he will even be put to the expense of sending out a General Gordon or Lord Kitchener to shoot his poor old friend John Chinaman who has become non compos mentis under the civilising influence of John Smith's Anglo-Saxon ideals. But that is neither here nor there.

What I want to say here in plain, sober English is this. It is a wonder to me that the Englishman who comes out to China with his head filled with all the errors and nonsense written in books about the Chinese, that he can get along at all with the Chinese with whom he has to deal. Take this specimen, for instance, from a big volume, entitled 'The Far East,' its history and its questions,' by Alexis Krausse.

"The crux of the whole question affecting the Powers of the Western nations in the Far East lies in the appreciation of the true inwardness of the Oriental mind. An Oriental not only sees things from a different standpoint to the Occidental, but his whole train of thought and mode of reasoning are at variance. The very sense of perception implanted in the Asiatic varies from that with which we are endowed."

After reading the last sentence an Englishman in China, when he wants a piece of white paper, if he follows the ungrammatical Mr. Krausse's advice, would have to say to his boy: "Boy, bring me a piece of black paper." It is I think, to the credit of practical men among foreigners in China that they can put away all this nonsense about the true inwardness of the Oriental mind when they come to deal

practically with the Chinese. In fact I believe that those foreigners get on best with the Chinese and are the most successful men in China who stick to the 2+2=4, and leave the a+b=c theories of Oriental inwardness and Anglo-Saxon ideals to John Smith and Mr. Krausse. Indeed when one remembers that in those old days, before the Rev. Arthur Smith wrote his "Chinese Characteristics," the relations between the heads or Tailans of Great Britain firms such as Jardine, Matheson and their counterparts were always those of mutual confidence, mutual respect and even almost of mutual affection, passing on to one or more generations; when one remembers this, one is inclined to ask what good after all, has clever John Smith with his a+b=c theories of Oriental inwardness and Anglo-Saxon ideals done, either to Chinese or foreigners?

Is there then no truth in Kipling's famous dictum that East is East and West is West? Of course there is. When you deal with 2+2=4, there is little or no difference. It is only when you come to problems as a+b=c that there is a great deal of difference between East and West. But to be able to solve the equation a+b=c between East and West, one must have real aptitude for higher mathematics. The misfortune of the world of today is that the solution of the equation a+b=c in Far Eastern problems, is in the hands of John Smith who not only rules the British Empire, but is an ally of the Japanese nation, John Smith who does not understand the elements even of algebraical problems. The solution of the equation a+b=c between East and West is a very complex and difficult problem. Part of it there are many and various quantities, not only such as the East of Confucius and the East of Mr. Kang Yu Wei and the Victory Tzu-fang, but also the West of Shakespeare and Goethe and the West of John Smith. Indeed when you have solved your a+b=c properly, you will find that there is very little difference between the East of Confucius and the West of Shakespeare, and Goethe, but you will find a great deal of difference between even the West of Dr. Legge the scholar, and the West of the Rev. Arthur Smith. Let me give a concrete illustration of what I mean.

The Rev. Arthur Smith, speaking of Chinese histories, says:—
Chinese histories are antiquarian, not merely in their attempt to go back to the rugged edges of zero for a point of departure, but in the interminable length of the sluggish and turbid current which carries on its bosom not only the mighty vegetation of past ages, but wood, hay and stubble past all reckoning. None but a relatively timeless race could either compose or read such histories; none but the Chinese memory could store them away in its cavernous altitudes.

Now let us hear Dr. Legge on the same subject. Dr. Legge, speaking of the 23rd and dynastic histories of China, says:—
"No nation has a history so thoroughly digested and on the whole it is trustworthy."

Speaking of another great Chinese literary collection, Dr. Legge says:—
"The work is not published, as I once supposed, by imperial authority, but under the superintendence and at the expense (aided by other officers) of Yuan Yuen, Governor-General of Kwangtung and Kwangsi, in the 9th year of the last reign, 1820. The publication of so extensive a work shows a public spirit and zeal for literature among the high officials of China which should keep foreigners from thinking merely of them."

The above then is what I mean when I say that there is a great deal of difference not only between the East and West but also between the West of Dr. Legge, the scholar who can appreciate and admire zeal for literature, and the West of the Rev. Arthur Smith who is the beloved of John Smith in China.

DANISH SHIPPING ENTERPRISE.
Those of our readers who are interested in the shipping trade will note that the East Asiatic Company, a Danish enterprise that has already made for itself a sound footing in the Far East, is about to take steps to extend and strengthen its operations in this part of the world. A party of Danish capitalists are about to leave for the Far East to investigate the shipping trade, and trading possibilities, and further exploration, in Siam, China and Japan. It is of much significance that Prince Waldemar, the brother of the present King of Denmark and the third son of the late King Christian, is to accompany the mission. And it is on the orders that Prince George of Greece, who has just laid aside the cares of the High Commission of Greece, may also form one of this Danish mission. Prince George is the second son of King George of Greece who was himself the eldest son of the late King Christian of Denmark. While these Princes are not to be understood as coming out to the East in any official capacity, yet their private co-operation shows that the success of Danish commercial enterprise abroad is a matter of real national concern to the Government and the people of Denmark. The following reference would indicate that this mission is the result of a decision to increase the capital of the East Asiatic Company, and is intended to determine on what special lines this Company is to develop its Far Eastern operations.

Great activity has reigned in shipping circles at Copenhagen in the last week or two. Besides the increase of five million kroner to be made in capital of the East Asiatic Company, the United Steamship Company is also raising its capital from eighteen to twenty-five million kroner, that of the Burmeister and Wain Shipbuilding Company is being increased from five to ten million kroner, and the Dax Steam Navigation Company is putting its share capital up to 32,500,000 kroner, and is also raising its preference bonds to the amount of 800,000 kroner. The Ostasiatisk Kompagni, of Copenhagen, is raising its capital from ten million to fifteen million kroner. This step is being taken partly in consequence of the large building orders placed a few months ago with the Burmeister and Wain Shipbuilding Company, and partly on account of various undertakings entered into by the Company in Eastern Asia and the West Indies. The Ostasiatisk is a large mercantile as well as Shipping Company, and its present capital has proved too small.—*Singapore Free Press.*

LATEST STEAMER MOVEMENTS.
The P.M. str. *Siberia* sailed from Shanghai on Tuesday, the 16th inst., at 7 p.m., and will be due to arrive at this port on Friday, the 19th inst., at daylight.

The O. & O. str. *Doric* arrived in San Francisco on the 11th inst.

The C.P.R. str. *Athenian* left Vancouver on Tuesday, a.m., for Hongkong via the usual ports of call.

The C.P.R. str. *Empress of India* arrived at Nagasaki at 3.30 p.m. on Tuesday, the 16th inst., and left again at 6 a.m. on Wednesday for Shanghai, where she is due to arrive at 11 a.m. on Thursday, the 18th inst.

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ASSOCIATED CHAMBERS OF COMMERCE AND PREFERENTIAL TRADE.
In elaboration of our telegraphic report of the annual autumn meeting of this Association, the following extracts from the report received by mail are given.

Mr. C. J. Wilson (Hawick) proposed, on behalf of the South of Scotland Chamber, that "the meeting approve of the resolution come to at the sixth congress of Chambers of Commerce of the Empire, held in London in July, in which preferential trade within the Empire was asked for as binding the Empire together by ties of commerce as well as by sentiment, and as leading on to the desirable end of free trade between every part of the British Empire."

He said that a great addition to the commerce of the Empire could be made if we could only find profitable employment for all our people at good wages. That meant in one market or another we must sell more of our manufactured goods. The principle enunciated in the resolution was that we wanted free trade within the Empire as they had it in the United States, France, and Germany. Preferential trading with the Colonies would not only strengthen the bonds of Empire, but would materially increase the volume of work.

Mr. George E. Davies seconded the motion on behalf of the majority of the Bristol Chamber. He contended that bringing together colonies and promoting trade between us and them were good things for this country and also for the Colonies. As to the position of India, there was no desire on the part of any one who favoured a system of preference that it should be imposed on any colony or any dependency which did not desire it by a very large majority. All the world had been watching us for the last 60 years, and the result had been that all the great mercantile and manufacturing nations of the earth had come to the conclusion that the example England had been able to set was not an example which their commercial thoughts led them to consider must be good for them. ("No, no.") All England had not prospered in the increase of trade, of which the president had spoken in his inaugural address, in the same way Lancashire and Yorkshire had prospered, and the condition of trade was not satisfactory when in free-trade England we had amongst the organized workers an unemployed of 4 per cent, as against an unemployed of 1 per cent in protectionist Germany. ("No, no," and "Yes.") While we thought we were regard to foreign trade, the Colonial trade was the one to which we should give most attention, and which we should try to develop.

Mr. T. Keene (Luton) rose to a point of order. He desired to know whether the resolution interpreted the meaning of that passed by the congress of Chambers of Commerce in London.

Mr. Wilson replied that it interpreted the spirit after a short discussion, Mr. Wilson agreed to the omission of the latter portion of the resolution, "and as leading on to the desirable end of free trade between every part of the British Empire," and the resolution was then acknowledged to be a correct interpretation of that passed in London.

Mr. J. Walton, M.P. (London), said there could be no difference of opinion as to the desirability of increasing the trade between the Mother Country and every part of the British Empire. The whole trade of Canada had increased by leaps and bounds in the last ten years, but we held to-day a less percentage of trade with Canada than we did ten years ago. The trade of the United States with Canada was increasing at an enormously greater rate than our trade with Canada. It would be extremely difficult to make an equitable arrangement with Canada, and so far as he could see there would be equally great, if not greater, difficulties in other directions. The question was a most complex one. He admitted that free trade within the Empire was the ideal condition of trade and commerce which they could not do better than to have in the future, but he considered the difficulties in the way of any general, and equitable, and equal arrangement all round throughout the British Empire, the difference in the varying interests of the various parts of the British Empire, and the difference of free trade interests, constituted to his mind difficulties in the way of such an arrangement which could not well be overcome. But there was one reason why those who desired so ardently to have our trade with the Colonies increased should not bring their influence to bear on these highly protectionist Colonies of ours and try to get them to reduce their tariffs and accept our goods as freely into their country as we accepted their commerce in our country.

Mr. J. P. Parke, M.P. (London), after remarking that all foreign countries were increasing their tariffs against us year by year, reminded the conference that we depended upon neutral markets to a large extent. We must remember that other people were exploiting those markets as well as ourselves. The Germans and Americans were exploiting those markets which used to be our preserve, and we could not expect to have in the future that predominant control over the neutral markets of the world that we had some years ago. Therefore, it seemed absolutely necessary that in the future we should have a preference in some markets of the world because those neutral markets were gradually being closed against us. Although we might have a period of prosperity at the present time we had to remember that there were less than 50 years when they were neglecting our home trade and we were pinning our faith and prosperity upon the foreign trade of this country. He thought that was the wrong way to go about it. We now had a chance that we had never had before, and if we only managed things right, our trade with Canada would be far larger than it had been for a long time past.

Mr. J. A. Hobson (Sheffield) said that to help the Colonies would mean raising the price of commodities. ("No, no.") Well, if they were not going to raise the price of commodities, they were they going to help the Colonies? They could not have it both ways. They were going to abandon that principle of liberty within the Empire which has done more than any other thing to bind it together. In view of the verdict of the last election and the difficulties they were going to plunge the Empire into, it would be very much better to wait for the better issue of protection and free trade to be settled in this country.

Mr. Lancaster moved as an amendment the addition to the resolution of the words "Provided that no tariff or other measure of colonial tariff will permit of fair competition by British manufacturers."

The amendment was not seconded.
Mr. Stibbel (Nottingham) said the question of preference was first raised by "our dear leader," Mr. Chamberlain. ("A laugh.") He expressed a hope that Mr. Chamberlain was in the enjoyment of better health than Mr. Chamberlain. He added that with all our boasted prosperity more people starved in this rich Christian country than starved in the protected countries of Germany and France. ("No, no," and cheers.)
The President.—Preferential trade. (Laughter and cheers.)
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The President.—Preferential trade. (Laughter and cheers.)
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food. ("A voice.—"They will not work.") A lot could not work because from being skilled workers they had sunk down to being casuals.

Colonel Harding (Leeds) regretted the lack of courage shown by certain members in this matter. He believed the policy of free trade had been and was a good policy for us, but he could conceive of circumstances which might make it advisable for us to depart to some extent from that policy. He could not see the use of passing an abstract resolution, and he proposed as an amendment, "That, while in warm sympathy with the desire for larger Imperial trade, this meeting cannot recommend a departure from the home policy of free trade in the absence of practical proposals; but would welcome the gathering of an Imperial conference for the official and responsible consideration of the matter."

Mr. Walton seconded the amendment.
Mr. Fairbairn (Leeds) said he looked forward to a steady ripening of opinion both at home and abroad in connection with this question, although it might be delayed, it was moving rapidly towards a triumphant solution. The amendment was carried on a show of hands, and a proposal to take a vote by Chamber was negatived.

Mr. Walton suggested that the proposition should stand over until the next meeting of the Associated Chambers, and that in the meantime it should be considered by the Chambers.

The suggestion was overruled, and Colonel Harding's amendment was then agreed to as a substantive motion.

MUNICIPAL TRADING.
Mr. C. Lancaster (Liverpool) moved a resolution to the effect that it is most desirable that action should be taken by that body to consider the necessity of adopting the recommendations of the Joint Committee of the House of Lords and the House of Commons on municipal trading, July 23, 1903.

Mr. T. B. Johnston (Bristol), in seconding, said, with reference to the desirability of establishing municipal banks, that such a question, as far as he knew, had never been raised, but of the various causes assigned for the recurring periods of trade depression he had never heard any one assign the reason of our banking system. He was inclined to think that amalgamations of bank had probably had some effect upon the trade of the country.

The resolution was carried.

RACE FAILURE OR RACE SUICIDE?
STARTLING STATEMENTS BY SIR J. CRICHTON BROWN.

Sir James Crichton Brown delivered his presidential address at the annual congress of the Sanitary Inspectors' Association at Blackpool on September 13th. Referring to the falling birth rate, Sir James for the purpose of comparison, quoted statistics prepared by Mr. David Heron showing that, at least for London, there was a very close relationship between undesirable social conditions and a high birth rate. In districts where there was overcrowding, where there was a superabundance of the lowest type of labour, where infant mortality was greatest, where there was most general pauperism, where signs of the environment like phthisis were most abundant, where pauper lunatics were most numerous, there the wives of reproductive ages had most children. Where there was more culture and education, as shown by a higher proportion of professional men, where there was more comfort and leisure as shown by a higher percentage of domestic servants, where the signs of the environment like phthisis were least abundant, where pauper lunatics were fewest in number, there the birth rate was least. The wives in the districts of least prosperity and culture had the largest families, and the morally and socially lower classes of the community were reproducing themselves with the greatest rapidity.

Continuing he said:—
It was a sad fact as race suicide we had to deal with; or simply race failure, for the deterioration of the moral standard which the practice of race suicide implied was in itself an indication of debility and decay. And if race failure was being manifested more rapidly in the superior than in the inferior varieties of the race, that was to say, if the reduction in the size of families had begun at the wrong end of the social scale, then racial decadence and degeneration might be anticipated. We must not wrap ourselves up in racial self-conceit. We must not forget Greece and Rome and the Byzantine Empire. The racial struggle for existence was not over and finally decided in our favour. The strategy of the struggle, and the weapons employed in it, were changing daily, but it went on; and if a second Hague Conference were to-morrow to suggest, in abolishing war and in securing universal disarmament, it would only make the conflict, and perhaps hasten the catastrophe in the case of some of the more treacherous and less resistant partners in the past. And a declining birth-rate—especially a declining birth-rate among the best breeds—meant diminishing racial resources.

We lived in a precarious age. The temperment of the times was bilious and nervous diseases were increasing. There was need for a gospel of recreation in the way of communion with nature, and rapid locomotion was a craze which involved blindness to natural beauty.

"I regard 'Race Failure' as continued," as a big danger to the treatment of nervous ailments and human repairs. It supplies good material, infinitely soothing and exhilarating, and dramatic performances of current quality. If the mill-worker is to save his soul alive, he must go to Blackpool from time to time. A nip of Blackpool, or better still, a "long pull" of it, alleviates brain fatigue, nervousness, and other ailments that result from overwork."

The newspaper, to assist with all its faults, was one of the bulwarks of sanity in the present epoch. It seemed to act on nervous life as an electric current. It dissipated morbidism, and many a man had been saved from melancholia by his daily paper. "I suppress your newspapers and enlarge your lunatic asylums."

WEATHER REPORT.
On the 17th at 12.30 p.m.—The barometer has risen along the Yangtze and fallen over N. China and the Philippines.
The depression lying over S. Manchuria is moving into the Sea of Japan. Pressure remains somewhat low over the Pacific to the E. or N.E. of Luzon.
The high pressure area is spreading over China from the N.W. and China monsoon is expected to set in over the whole of the China coast, and the N. part of the China Sea.
The Japanese returns are lacking this morning.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.
The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood * N.E. winds, strong to gale.
Formosa Channel * Same as No. 2.
South coast of China between * Same as No. 2.
Hongkong and Lamook * Same as No. 2.
South coast of China between * Same as No. 2.
Hongkong and Hainan * N. winds, increasing to fresh or strong breezes; fine.

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AN IMPERIAL TEXT-BOOK SCHEME.

The Times has received from the League of the Empire advance sheets of an article coming out in its Monthly Record giving details of a scheme for providing students all over the Empire with a graded series of Imperial text-books with the object, not only of furnishing the youth of the Empire with first-hand information, but also of providing, through the financial value of the publications, a fund for the advancement of education throughout the Empire, wherever the books are used.

The scheme was suggested to the League by Mr. Thomas H. Monk, the late Mr. Louis Spitzel was impressed with its importance, and he presented the League, who have suffered a great loss by his recent death, with the magnificent gift of £5,000 to carry it out. The direction of the work was undertaken by the history section of the League, the chairman of which is Professor Barry, Regius Professor of History at Cambridge. Professor Barry invited an influential committee to meet on December 4, 1905, at the office of the League, when the following circular letter was drawn up for submission to all the educational departments of the Empire:—

"We learn with much pleasure that the proposals of this League for providing schools with first-hand information concerning the various parts of the Empire have received the benefit of your support. For the further advancement and development of this work we have the honour to lay before you a project for issuing a series of graded text-books on the history and resources of the Empire, and the duties, rights, and privileges of its citizenship, to be prepared with the co-operation of the different countries of which the Empire is composed.

The scheme for these text-books has been suggested to the League by Mr. Thomas H. Monk, and Mr. Louis Spitzel has generously offered to supply the funds necessary for carrying it into effect. The History Committee of the League has been requested to make arrangements for proceeding with the work and for formulating conditions under which the text-books shall be presented to your Government as a free gift.

"3. Details of the scheme are as follows:—
"a. As it is an essential part of the scheme to meet the needs of pupils and students of all ages, it is proposed that three books should be produced, adapted to the requirements of schools of different grades and readers of different capacities.
"b. The editorial sub-committee will be appointed to deal with literary details. As you have been good enough to promise us information, they will send you particulars as to the nature of the information they desire.
"c. The committee will employ a general editor and writers of special knowledge and ability, and no pains will be spared in the preparation of the books.

"4. When the books are completed and passed for press it is proposed to offer to you either—
"1. Stereotype or electrotype plates, which will be given free of charge; or
"2. Printed copies (of which the charge shall be the cost of production only), either (a) in quires or (b) in paper boards or in cloth.

"5. The stereotype or electrotype plates are to be the property of your Government on condition that the books are adopted in your schools, and that the history of the British Empire shall be included in the school curriculum.

"6. In giving its services in the matter the League acts in the interest of what it holds to be a valuable Imperial object, and will win no pecuniary profit from the transaction.

"7. The profits arising from the sale of the books issued by it should be devoted to the following purposes, viz.:—
"(1) A portion (hereafter to be determined) to form a special fund to be used solely in the educational interest of your colony, and (2) the remainder to form a general trust fund, to be used for the literary typeset of the series of text-books, and also, it is suggested, for literary scholarships or prizes to be held at option at any University of the Empire, and open

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and sent to the office of the Daily Press, 11, Des Voeux Road, Hongkong, before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PERS. Codes: A.B.C. 6th Ed. Lieber's.

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NEW ADVERTISEMENTS

BUSINESS NOTICE.

WE have This Day Authorized Mr. E. K. TATA of Hongkong to Act as ATTORNEY and Sign our Name per Proclamation.

N. D. OLLIA & Co., AMOR.

Hongkong, 17th October, 1906. [1937]

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Hongkong, 18th October, 1906. [1838]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, the 22nd October, 1906, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street),

HOUSEHOLD FURNITURE.

Comprising—

RATTAN TABLES AND CHAIRS, TEA TABLES, GLASS & CROCKERY WARE, CARPETS, RUGS, &c., &c., &c.

Also

Very Superior CARVED BLACKWOOD CABINETS AND DESKS, &c., &c.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 18th October, 1906. [1939]

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENFARN,"

Captain Houghton, will be despatched as above on WEDNESDAY, the 21st inst.

For Freight, apply to

MCGREGOR BROS. & GOW.

Hongkong, 17th October, 1906. [1936]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUBZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby informed that the Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where delivery may be obtained.

From Venice, ex s.s. "Espero," and

From Zanzibar, ex s.s. "Africa," transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the undersigned before Noon on the 22nd Oct., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd Oct. will be subject to rent.

Bills of Lading will be countersigned by

SANDEE, WIELER & Co., Agents.

Hongkong, 17th October, 1906. [3]

FOR SALE.

WOODEN LIGHTERS,

Capacity 40 and 180 Tons.

For terms and particulars, apply to

P. K. KWOK,

Care of SINGOR & Co.,

35 & 37, Hing Loong Street.

Hongkong, 17th October, 1906. [1926]

FOR SALE.

DIVING APPARATUS. Prompt delivery.

Apply—

OWSTON & Co., Yokohama.

27th September, 1906. [1798]

CLERK WANTED.

WANTED by an European Firm

thorough knowledge of Bookkeeping.

Apply by letter to—

"R."

Care of "Daily Press" Office.

Hongkong, 12th October, 1906. [1902]

ROOM WANTED.

BOARD AND RESIDENCE Wanted with

a respectable European family in the

Central District or Higher Levels.

Reply by letter to—

1011.

Care of "Daily Press" Office.

Hongkong, 11th October, 1906. [1891]

LESSONS IN FRENCH & ENGLISH.

EXPERIENCED TEACHER gives Les-

sons in FRENCH and ENGLISH.

Apply—

OMEGA.

Care of "Daily Press" Office.

Hongkong, 11th October, 1906. [1894]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,

have now 40,000 Cubic Feet of Cold

Storage available at East Point. Stores will

be open at 10 a.m. and 4 p.m. daily. Sunday

excepted to receive and deliver perishable

goods. Wm. FARLANE, Manager.

Hongkong, 18th November, 1901. [147]

PUBLIC COMPANIES

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY MEETING of Shareholders will be held at the Office of the Undersigned at 12 o'clock (Noon) on SATURDAY, the 20th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Canton Insurance Office, Ltd., Hongkong, 3rd October, 1906. [1843]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 5687

for ONE HUNDRED SHARES

numbered 3770 to 37800 inclusive, Fully Paid-up, standing in the name of

JAMES DOUGLAS CHRISTIE, of Hongkong,

having been LOST or DESTROYED, NOTICE

IS HEREBY GIVEN that unless the said

Certificate be produced at the Office of the

Company, Alexandra Buildings, Des Voeux

Road, Hongkong, before the 17th November,

1906, a New Certificate for the said shares will be issued and the old certificate will thereafter

be held by the Company as Null and Void.

JOHN D. HUMPHREYS & Co., General Managers.

Hongkong, 17th October, 1906. [1928]

INTIMATIONS

NOTICE.

WE have Established Ourselves To-day

under the First Name

ULDERUP & SCHLUTER, Hongkong,

as GENERAL MERCHANTS and ENGINEERING

AGENTS.

T. P. ULDERUP, C. SCHLUTER.

Office 1 & 2, Beaufort Road, Hongkong, 15th October, 1906. [1919]



NOTIFICATION.

BRITISH SUBJECTS who have left

behind immovable property within the

Jurisdiction of the GOVERNOR GENERAL OF

KWANTUNG are hereby informed that applica-

tions for the establishment of their Rights in

connection with such property may be made in

connection with the JAPANESE FOREIGN

OFFICE through the medium of H.B.M.

AMEMBASSADOR at Tokio.

All applications are to be accompanied by

documentary proof giving a list of the property,

its nature, quantity, and value, and the date of

acquisition. The application should be in

Japanese, but when absolutely necessary, it

may be made out in English or French.

R. W. MANSFIELD, F.M. Consul-General.

H.B.M. Consulate-General, Canton, 11th October, 1906. [1909]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION

has been appointed to enquire into and

Report on the following matters, viz.—

1. Whether the administration of the

Sanitary and Building Regulations

enacted by the Public Health and Build-

ings Ordinance, 1903, as now carried out

is satisfactory, and if not, what improve-

ments can be made.

2. Whether any irregularity or corruption

exists or has existed among the Officials

charged with the administration of the

aforesaid Regulations.

The Commission earnestly invite the

inhabitants of Hongkong and Kowloon to

co-operate with them by forwarding any

complaint they may have to make or sugges-

tion to offer in connection with the matters aforesaid

to the undersigned.

Any person examined as a witness in the

enquiry aforesaid who in the opinion of the

Commissioners makes a full and true disclosure

touching all the matters in respect of which he

is examined will receive a certificate from the

Commission which will protect the witness

against any civil or criminal proceedings which

may be instituted against such witness in

respect of any matter touching which he has

been examined.

By Order, W. BOWEN-BOWLANDS, Secretary.

Hongkong, 7th July, 1906. [1381]

MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"

which applies to all Branch Offices.

All Letters Addressed:

MANAGER, MITSU BISHI Co.,

with name of place under.

BRANCH OFFICES—

NAGASAKI, MOJI, KOBE, KAI ATSU,

SHANGHAI, HONGKONG &

HANKOW.

AGENCIES—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GRAMING & Co.

MANILA: Messrs. MACONDRAY & Co.

SOLE PROPRIETORS of Takashima,

Ochi, Shinzaw, Namasuta and Kami-Yamada

Collieries, and also Hojo Colliery, which will

shortly be ready to produce on a large scale the

best Buzen Coal.

The Head and branch Offices and the

Agencies of the Company will receive any order

for Coals produced from the above Collieries.

T. MATSUKI, Manager, Hongkong, No. 2, Fadder Street.

THE DIRECTORY AND CHRONICLE

FOR 1906.

Complete Edition ... \$10.00

Small ... 6.00

Obtainable at the Hongkong Daily Press Office

and from the Local Bookellers.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions

to Sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,

TO-DAY (THURSDAY),

the 18th October, 1906, at 11 A.M., at their

SALES ROOMS, No. 8, Des Voeux Road

(Corner of Ice House Street),

SUNDRY HOUSEHOLD FURNITURE,

Also

One COTTAGE PIANO by Haake, Han-

nover.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 17th October, 1906. [1932]

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a

QUANTITY OF CARGO saved during

and since the Typhoon of the 18th September,

1906, and at present lying in this Company's

Kowloon Godowns, will be Sold by PUBLIC

AUCTION, on MONDAY, October 22nd, at

11 A.M., if not previously claimed.

The Cargo can be inspected at any time upon

application to the Undersigned.

R. J. MCGOWAN, Acting Secretary.

Hongkong, 17th October, 1906. [1929]

A SPECIAL SALE.

WILL BE HELD AT THE

ITALIAN CONVENT

on behalf of the

POOR ORPHANS

On the 18th, 19th and 20th OCTOBER,

at 2 P.M.

CLOATHES and CHILDREN'S UNDER-

CLOTHING, DRESSES, &c., with LACE and

EMBROIDERY made by the inmates of the

Convent, as well as other Ornamental Articles.

The Articles will be all priced.

The SUPERIORESS hopes to receive a large

share of the public patronage and acknowledges

the many proofs she had of their Kindness

and Charity.

ITALIAN CONVENT,

28, Caine Road.

Hongkong, 15th October, 1906. [1915]

INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

CARLOWITZ & Co.

Hongkong, 13th August, 1906. [1885]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed

AGENTS for the above Company, are

prepared to accept Risks against Fire at current

rates.

SIEMSEN & Co.

Hongkong, 1st January, 1904. [29]

NORTH BRITISH AND MERCHANT TIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen Equal to Home
work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware
Merchants. Wholesale and Retail
Ironmongers. Big Iron and Foundry.
Coke Importers. General Store-
keepers and Commission Agents.
35 & 37, Hing Loong Street
(1st Street West of Central
Market.) Telephone No. 515

PHOTOGRAPHER

M. MUMBY, JAPANESE ARTIST.
Bromide and Grayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; 110, 54, Queen's
Road Central.

PRINTING.

"DAILY PRESS" OFFICE
Proofs read by Englishmen

TYPEWRITERS.

E. A. V. RIBEIRO,
Typewriting Work Undertaken, Cleaned,
Repaired, Overhauled. Charges moderate.
(late of the Hongkong Typewriting
Bureau) 84, Queen's Road Central
(First-floor).

SPORTING CARTRIDGES.

A STOCK of ELEY'S always on hand.

YICK CHEUNG,

325, Queen's Road Central.
Hongkong, 16th October, 1906. [192]

CARTRIDGES.

IMPORTED EVERY MONTH, THREE-
FORE ALWAYS FRESH.
ELEY'S, ROCHETTES, AMBERITE
and KYNOK'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE
and NEWCASTLE CHILLED SHOT
all sizes, Nos. 10 to 888G. ALL GUNS and
AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong, 23rd November, 1906. [192]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, DES VEXE ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September 1905 [1674]

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905 [1759]

A. LING & CO.

FURNITURE STORE.
PLATED GLASS and CROCKERY
WARE, &c., &c., and FOOHOO
LAQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903 [1902]

DAVID CORSE & SONS
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULIN
ARNHOLD, KARBBER & CO.
Sole Agents.
851

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1905 [45]

STORAGE.

TO BE LET, a Portion of MARINE LOT
No. 285 at NORTH POINT, Suitable
for above Purpose. EXTENSIVE WATER
FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 33
on PRATA EAST. Approximate AREA
43,000 SQUARE FT. 99 YEARS' LEASE.
For Particulars, apply—
GEO. FENWICK & CO., LTD.
Hongkong, 8th June, 1906. [1153]

For Nervous
ExhaustionCHAPOTEAU'S
Phosphoglycerate
OF LIMEThe modern restoration
of the nervous system.

For brainworkers, profes-
sional men, students, etc., and in debility, sexual
losses, dyspepsia of nervous
origin and insomnia.
It is readily assimilated and
promotes digestion.

PHOSPHOGLYCERATE SYRUP
(CHAPOTEAU)PHOSPHOGLYCERATE WINE
(CHAPOTEAU)PHOSPHOGLYCERATE CAPSULES
(CHAPOTEAU)

1165-4

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
FROM MIDDLESBRO', ANTWERP
AND LONDON.

THE Steamship

"PLINTSHIRE"
Captain G. C. Cuddy, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at Consignees
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 18th Oct. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 18th Oct. at 2.30 p.m.
No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 12th October, 1906. [1907]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"NAMSANG,"
having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed
that their Goods will be delivered from along-
side.

Cargo impeding the discharge or remaining
on board after 4 p.m., the 19th inst., will be
landed at Consignees' risk and expense.
Claims for rain damage to Cargo landed into
Godowns at Consignees' expense, will not be
entertained.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 15th October, 1906. [18]

S.S. "AUSTRALIEN,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES OF Cargo from London ex s.s.

"Bayland and Medoa," from Havre ex s.s.
"Bayland," from Bordeaux ex s.s. "Villedu-Morville,"
in connection with above Steamers are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risks into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Co., Ltd., at Kowloon, whence delivery
may be obtained immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned, Goods remaining undelivered after
Monday, the 22nd Oct., at Noon, will be subject
to rent and landing charges.

All claims must be sent in to me on or before
the 22nd Oct., or they will not be examined on
Monday, the 22nd Oct., at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 15th October, 1906. [2]

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.
Length on Blocks... 714 "

Width of Entrance on Top... 364 "

Width of Entrance on Bottom... 354 "

Water on Blocks at Spring Tide... 344 "

DOCK No. 1.

Extreme Length... 523 feet.
Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 64 "

DOCK No. 2.

Extreme Length... 571 feet.
Length on Blocks... 384 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 63 "

Water on Blocks at Spring Tide... 52 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILERs; and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIAL is

always kept on hand.

The COMPANY has the powerful steamers

"OURA-MARU" (712 tons, 700 H.P.)

expressly built for SALVAGE PURPOSES

equipped with necessary gear, always ready.

Short Notice. [1175]

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF

ABSORBING INTEREST.

BY CHAS. J. HALCOMBE

(Formerly of the Imperial Chinese Customs

Service, Author of "The Mystery

Flower Land," etc.)

THE VOLUME which consists of 461

Pages, and includes a Sketch Plan of

historical interest showing the disposition of

DEATH OF PRINCE ALBRECHT
OF PRUSSIA.

Prince Albrecht of Prussia, Regent of the
Duchy of Brunswick since 1885, was killed on
Sept. 17th as reported in our telegrams at the
time, at his Schloss Castle of Kamenz, had a
stroke of paralysis. He was born at Berlin
on May 8, 1837, and was the eldest son of
Prince Albrecht, brother of the Emperor
William I., by that Prince's marriage with
Princess Marieanne of the Netherlands. By
virtue of his mother's rights Prince Albrecht
was thus among the princes who were counted
in the line of the succession to the Dutch
Throne. As a grandson of King Frederick
William III. the late Prince was from a
youthful age called upon to fulfill the military
and other duties which devolve upon all the
male members of the reigning House of
Prussia. He duly served in the premier
regiment of the army, the 1st Footguards,
studied at the University of Bonn, and by the
year 1866 had risen to the rank of a brigadier-
general, in which capacity he took part in
the victorious campaign of 1866 against
Austria. In the Franco-German War of
1870-71 he was not at first entrusted
with an independent command, but in the
later stages of the campaign he commanded
a brigade at the battle of Sedan. In 1888
he was raised to the rank of a field-marshal
and made chief of the 1st army inspection,
contrary to the tradition that Prussian princes
can only attain field-marshal's rank on the field
of battle. Prince Albrecht, however, always
enjoyed the reputation of being a thorough
soldier and, if I mistake not, the present Em-
peror's majesty is the first from
which he has been absent for a long series of
years.

After the elder line, of the House of Guelph
had become extinct on the death of its last
representative, the reigning Duke William
of Brunswick, which took place on October
13, 1884, Prince Albrecht was chosen by the
Diet of Brunswick, on the proposal of the
regency council, to administer the duchy.
In 1879 a regency law had been passed in
Brunswick to the effect that if the
legitimate heir, the head of the younger
Guelph line, who is the Duke of Cum-
berland and the claimant of the Throne of
Hanover, were prevented from ascending the
Ducal Throne, a regency council should be
constituted consisting of three Ministers of
State and the presidents of the Diet and of the
chief Court of Justice. It was the business of
this council to see that, in the event of the
Hanoverian heir's being prevented for a whole
year from assuming the succession, a regent
should be elected by the Diet. As the Federal
council of the German Empire refused to
recognize the election of the Duke of Cum-
berland on the ground that "it was incompatible
with the fundamental treaties of federation and
with the constitution of the Empire," the case
of a vacancy had arisen, and the regency council
proposed (Prince Albrecht of Prussia, who, on
October 29, 1885, was duly selected as Regent
during the disqualification of the Duke of
Cumberland. Prince Albrecht accordingly
assumed the regency on November 1st of the
same year. He undertook the duties,
however, with great reluctance, and only
as he expressed it, in obedience to the
command of the Emperor. In the year 1901
the eldest son of the Duke of Cumberland,
Prince George William came of age, but
although it was understood that the Duke had
renounced his Brunswick rights in favour of
his heir, no change was made in the Govern-
ment of the Duchy. On the contrary, a new
regency law was passed by the Diet in 1902,
according to which, even if there should be a
change in the person of the legitimate heir, if
the Duke of Cumberland should die or should
renounce his rights in favour of his son, the
regency would nevertheless continue. On the
other hand, the regency law is not the occasion
of the death of the Emperor the personal heir
of Prince Albrecht of Prussia; and his death
creates a vacancy which must be filled by
election on the part of the Brunswick Diet, as
in 1885.

It has from time to time been reported that
although the Duke of Cumberland was himself
determined not to renounce, or, owing to a
debilitated condition, unable to do so, the late
George V. of Hanover was unable to renounce
his claim to the Hanoverian Throne, he was
nevertheless prepared to waive his objections to
a formal renunciation with regard to Hanover
on the part of his eldest son. It has also
been frequently announced that this son,
George William, who is about 26 years of age
and a captain in the Austrian army, was about
to take service in a Prussian regiment. A state-
ment of this kind was circulated only last week,
but as usual it was promptly denied. It would
appear that neither a meeting between the Em-
peror and the Duke of Cumberland, which took
place a few years ago at the Austrian Court,
nor the restoration to the Duke of the 4,000,000
marks (\$2,000,000) of the confiscated "Guelph
fortunes" of the House of Hanover, would be
being about a political or even a personal
reconciliation or compromise. At the Court of
Denmark, with which the Duke of Cumberland
is closely related by marriage, he has always
avoided a meeting with the German Emperor,
or, as at the recent funeral of King Christian,
has only submitted to formal personal relations
under constraint of circumstances. It would,
therefore, seem improbable that the occasion
of the death of the Emperor the claims of either
of the Duke or of his son to the Throne of
Brunswick will be recognized. There is
doubtless a strong Guelph party in Brun-
swick as in Hanover, but there is a distinct
difference between the views of the majority
of the Brunswick Guelphs and those of the
diminishing Hanoverian faction. The
Brunswickers would like to see legitimate
heir on their Throne, but they would be quite
willing that he should purchase his accession by
renouncing his claims to Hanover. The
Hanoverian Guelphs, on the other hand, firmly
maintain the rights of the Duke of Cumberland
both in Hanover and in Brunswick, and will
entertain no compromise. The probabilities are,
therefore, in favour of the nomination and
election of another Prussian Prince to the
regency, and it is by no means impossible that
the Emperor's second son, Prince Eitel
Friedrich, who has a high reputation for military
and political capacity, not only with his Imperial
father, but also with the general public, may be
put forward as the official candidate.

Prince Albrecht's regency in Brunswick was
altogether uneventful. He was public life,
unless, indeed, it be true that, as was currently
reported, he exercised his personal influence in
order to bring about a reconciliation between the
Emperor and Prince Bismarck after the
latter's retirement. The Post indeed states
that he successfully exerted himself to bridge
the gulf which arose in consequence of the
colours conducted in the Prussia between
Berlin and Friedrichshagen and that he pointed
out that "the world would never be able to
understand the situation if the Iron Chancellor
were to die without having been reconciled with
the Emperor." He possessed a great private
fortune, and in addition to his official residence,
and his country seats in Brunswick and in
Silesia, he maintained a large palace
in Berlin. He was a just and con-
scientious ruler, and he succeeded in

winning the respect, but not the affection
of the Brunswickers who resented the soldierlike
reserve and the coldness of his character as well
as his somewhat narrow religious principles of
Protestant orthodoxy, and also the very strict
economy with which, in spite of his great
personal wealth and ample civil list, his Court
was managed. It was a matter for regret in the
Duchy that always he spent a considerable por-
tion of the year on his Silesian estates. He was
often selected by the Emperor for special cere-
monial missions of State, and the latest of these
missions, when he was sent to Spain for the
Royal meeting, is believed to have hastened
his failing health. He held many high foreign
orders including the Grand Cross of the Bath
which was bestowed upon him by Queen Victoria,
as the highest military order which it was in
her power to bestow, when he came to England
at the time of her Majesty's second Jubilee to
represent the Emperor. He was Colonel-in-
Chief of various German, Austrian, and Russian
regiments. He took a lively interest in German
colonial policy and acquired a large tract of
territory in Usambara, in German East Africa,
with the object of promoting the economic
development of the colony.

In addition to other high offices which, since
Albrecht filled, he was Moltke's successor as
president of the Committee of National Defence
and he was Grand Master of the German
branch of the order of the Knights of St.
John of Jerusalem.

Prince Albrecht is survived by three sons—
Prince Frederick Henry, Prince Heinrich
Albrecht, and Prince Frederick William, the
offspring of his marriage in 1873 with Princess
Marie of Saxe-Altenburg, who died in 1893.

FRENCH INDO-CHINA TRADE.

A report by H. B. M. Consul for the year
states that while a large portion of the foreign
commerce of French Indo-China is carried on
through the colonies of Hongkong and Singa-
pore, there is but little business done between
Indo-China and merchants in the United
Kingdom, and the amount of British goods that
are sold is comparatively small, thanks mainly
to the tariff which they have to contend against.
This conclusion finds support in a study on
"The Commerce of Indo-China with the
Countries of the Far East during the Year
1904," which was published by the head of the
Commercial Bureau of the Department of
Agriculture and Commerce at Hanoi. The
author concludes that the trade of Indo-China is
divided as follows: (1) Rather less than one-half
of the total trade is carried on with France and
Eastern ports of transit. The author adds
that France has evidently secured a fair
share of the commerce of Indo-China, seeing
that she (or any other Western nation) cannot
hope to gain much of the trade included in the
second of the categories, which is entirely in
local goods of a special nature, and that nearly
all the other trade is already here. But although
from this aspect our commercial relations with
Indo-China are not very satisfactory, about 30
per cent of her imports did in fact come to her
from Hongkong and Singapore, of the products
of her soil about 42 per cent were shipped to the
same ports, and she therefore supplies a not in-
considerable contribution to the prosperity of our
Far Eastern Crown Colonies. In addition 140
British vessels of 24,377 tons burden entered
the ports of Indo-China during 1905, and 197
424,919 tons during 1904. Finally, the
Yunnan Railway has now reached the
Chinese frontier and is, being pushed into
Yunnan, and when completed may carry a con-
siderable quantity of merchandise which will
not be subjected to such heavy tariffs as that
imported for sale in Indo-China. From these
points of view, therefore, the progress and
prosperity of the French Far Eastern depend-
ency are of considerable material interest to
the United Kingdom and her colonies.

A FRANCO-JAPANESE ENTENTE.

PROSPECTS OF AN UNDERSTANDING.

The Echo de Paris publishes an interview
with M. Tokohi Yosaburo, the Japanese
delegate to the Interparliamentary Congress in
London, who is now in Paris. Discussing the
relations between France and Japan, M. Tokohi
said that there were at present quite normal,
and expressed the conviction that they would
improve, ending most certainly in a Franco-
Japanese understanding. He spoke of Japan's
admiration for France, and recalled the fact
that in 1884 the French Government made
proposals to Japan of an alliance. But at that
moment, said M. Tokohi, Japan was a bird
without feathers. She thanked France, but
had to decline. Today the motive which
prevented the conclusion of this alliance
have disappeared and a Franco-Japanese
understanding could perfectly well exist at the
same time as the Franco-Russian and Anglo-
Japanese alliances.

M. Tokohi declared that there were many
Japanese politicians who desired to see such an
understanding. He spoke in warm terms of the
work done by France in Indo-China, and said
that Japan was ready to give France all the
guarantees she wanted on the subject of Indo-
China. He showed the necessity of an alliance
for the perfect colonisation of Indo-China, and
for the proper development of China. He
stated that the amount that Japan was
endeavouring to stir up anti-French movements
in Siam was without any foundation.

Nature's Own Food The concentrated
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PLASMON

One ounce contains more food
value than a beef steak.

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Go twice
as far as
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The best beverage

to take with your food is
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Van Houten's Cocoa. It
does not retard digestion,
it assists it.

"Easy of assimilation and digestion."
The Lancet.

"Extremely easy of digestion, light
and nourishing."
Court Journal.

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PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00	FIFTY YEARS ANGLI-CHINESE CALENDAR, 1884 to 1913	\$2.00
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		" " CANTON	0.50
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For French Economy for all Indigestions. These pills
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SHIPPING

ARRIVALS.
CALCUTTA. British str. 6,748, O. P. Williams, 17th Oct.—Shanghai 14th Oct. General.—Butterfield & Swire.
HAITAN. British str. 1,183, J. S. Roach, 17th Oct.—Foonchow 14th Oct. Amoy 15th and Swatow 16th. General.—Douglas LaPraik & Co.
HANGSANG. British str. 1,356, Spencer Wilde, 17th Oct.—Shanghai 14th Oct. General.—Jardine, Matheson & Co.
KIUKIANG. British str. 1,127, Miller, 17th Oct.—Shanghai 14th Oct. General.—Butterfield & Swire.
LIKA. Swedish str. 998, H. Hornsahl, 16th Oct.—Probolinggo 2nd October, Sugar.—Sander, Wilek & Co.
LYDIA. German str. 1,772, Meyer, 17th Oct.—Haiphong 14th Oct. Coal.—Stensen & Co.
SHANGHAI. British str. 1,853, Nicoll, 16th Oct.—Samarang 14th October, Sugar.—Butterfield & Swire.
SHAWMUT. Am. str. 9,606, Roberts, 17th Oct.—Tacoma and Manila 15th October, General.—Doddwell & Co.
YUPENAKO. British str. 1,128, J. S. Roach, 17th Oct.—Manila 14th October and Amoy 15th. General.—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 Oct. 17th.
 Bink-Thion, French str. for Bangkok
 Tjipant, Dutch str. for Java.

DEPARTURES.

LAIRANG. British str. for Calcutta, Oct. 17th.
CHINGTU. British str. for Australia.
FRITHJOF. Norwegian str. for Bangkok.
KAWACHI MARU. Japanese str. for London.
MATHILDE. German str. for Haiphong.
QUAPTA. German str. for Takao.
SUNSHINE. German str. for Hamburg.
SOUTH AFRICA. British str. for Manila.
WONGKOT. German str. for Bangkok.

SHIPPING REPORTS.

The British str. *Chinkai Maru*: Moderate N.E. monsoon.
 The British str. *Yupenako*: Strong N.E. monsoon and rough sea to Amoy, and light variable winds and fine to port.
 The British str. *Haitan*: Foonchow to Amoy and Swatow N.E. monsoon. Swatow to Hongkong light W.N.W. winds, smooth sea and fine weather.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Signal, Chinkai Maru.
KOWLOON DOCKS.—Sorsogon, Vigilante, Ch. Hardouin, Johann, Eri, Franchise, Patschen, Choutai, Delavante, Erida, Sabre, Empress of China.
COMMERCIAL DOCKS.—I. F. Chapman, Hygeia, G. Ayer.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
 THE Company's Steamship
"TRIESTE."
 Capt. Mistrorigo, will leave for the above places TO-MORROW, the 18th inst. A.M.
 For Freight or Passage, apply to
SANDER, WILKEL & Co.,
 Agents.
 Hongkong, 11th October, 1906. [18]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCOW.
 THE Company's Steamship
"HAITAN."
 Captain J. S. Roach, will be despatched for the above ports TO-MORROW, 19th inst., at Noon.
 For Freight or Passage, apply to
DOUGLAS, LAIPRAIK & Co.,
 General Managers.
 Hongkong, 16th October, 1906. [1923]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, YEMPE, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship.
"DELHI."
 Captain J. D. Andrews, R.N.R., carrying H.M. Majesty's Mail, will be despatched from this Port for Bombay on SATURDAY, the 20th October at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. *Mongolia*, 9,506 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.
 Silk and Yarns, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Mormona*, due in London on 1st December.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 8th October, 1906. [1]

FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Steamship
"CATHERINE APCAR."
 Captain W. D. A. Thomas, will be despatched for the above ports on TUESDAY, 23rd inst., at 3 P.M.
 For Freight or Passage, apply to
DAVID SASSON & Co., Ltd.,
 Agents.
 Hongkong, 16th October, 1906. [1889]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 20th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	MANILA	Brit. str.	—	A. W. Anderson, R.N.R.	P. & O. S. N. Co.	About 24th inst.
LONDON & ANTWERP	GLENNAR	Brit. str.	—	Houghton	McGREGOR, BROS. & CO.	On 31st inst.
MARSEILLES, &c. VIA PORTS OF CALL	MERIONETHSHIRE	Brit. str.	—	Lancaster	MESSAGERIES MARITIMES	About 15th Nov.
MARSEILLES, HAVRE, COPENHAGEN, &c.	TOURANE	Freest.	—	von Binzer	MELCHERS & CO.	On 30th inst. at 1 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	NIKOBAR	Dan. str.	—	Girtenbrun	HAMBURG-AMERIKA LINIE	About 30th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 24th inst. at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	TEUTONIA	Ger. str.	k.w.	Schönfeldt	HAMBURG-AMERIKA LINIE	On 10th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOWIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	On 2nd Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Cruglietto	HAMBURG-AMERIKA LINIE	On 16th Nov.
TRIESTE, &c. VIA MANILA, &c.	PETRONIA	Aut. str.	—	Cowley	SANDER, WILKEL & Co.	On 20th Nov.
ODDESSA	SHIMOSA	Brit. str.	—	—	MELCHERS & CO.	On 30th inst.
NEW YORK VIA PORTS & SUEZ CANAL	YEDDO	Brit. str.	—	—	DODWELL & CO., LTD.	About 10th Dec.
NEW YORK VIA PORTS & SUEZ CANAL	BRAEMAR	Am. str.	—	—	ARNHOLD, KAREERG & Co.	About 2nd Nov.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPIRE OF CHINA	Am. str.	—	—	SHEWAN, TOMES & Co.	About 20th Nov.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Am. str.	—	—	CANADIAN PACIFIC R. Co.	On 20th inst. at Noon.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	KASATO MARU	Jap. str.	—	—	DODWELL & CO., LTD.	On 25th inst. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	—	TOYO KISEN KAISHA	On 24th inst.
AUSTRALIAN PORTS VIA MANILA	SANDAKAN	Ger. str.	—	—	GIBB, LIVINGSTON & Co.	On 27th inst. at Noon.
YOKOHAMA & KOBE	TATIANA	Brit. str.	—	—	MELCHERS & CO.	To-day, at Noon.
YOKOHAMA & KOBE	SEGOWIA	Ger. str.	k.w.	—	BUTTERFIELD & SWIRE	On 20th inst.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	SUMATRA	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 22nd inst.
KOBE & YOKOHAMA	CEYLON	Brit. str.	—	—	P. & O. S. N. Co.	About 23rd inst.
JAPAN VIA SHANGHAI	TIPOBAS	Brit. str.	—	—	P. & O. S. N. Co.	About 16th inst.
TIENSIN	CHIPSING	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	DELTA	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 25th inst. at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	TRIESTE	Aut. str.	—	—	P. & O. S. N. Co.	About 18th inst.
SHANGHAI, YOKOHAMA & KOBE	SITHONIA	Ger. str.	k.w.	—	SANDER, WILKEL & Co.	To-morrow, A.M.
SHANGHAI	KIUKIANG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 20th inst.
SHANGHAI & CHINKIANG	HANGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YICHOW	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 23rd inst. Daylight.
SHANGHAI, KOBE, YOKOHAMA, &c.	ROON	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
SHANGHAI, YOKOHAMA, KOBE & VLADIVOSTOK	RUKENIA	Ger. str.	k.w.	—	MELCHERS & CO.	On 24th inst.
TAMUJI VIA SWATOW & AMOY	SAN DOMINGO	Dan. str.	—	—	HAMBURG-AMERIKA LINIE	On 1st Nov.
SWATOW, AMOY & FOOCOW	JOSHIN MARU	Jap. str.	—	—	USAKA SHOKEN KAISHA	About 5th Nov.
MANILA	HAITAN	Brit. str.	—	—	DOUGLAS LAIPRAIK & Co.	On 21st inst. Daylight.
MANILA VIA AMOY	YUENANG	Brit. str.	—	—	JARDINE, MATHESON & Co.	To-morrow, at Noon.
MANILA	LOONGSANG	Brit. str.	—	—	SHEWAN, TOMES & Co.	To-day, at 4 P.M.
MANILA	TEAY	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 20th inst. at 5 P.M.
MANILA	ZAFIRO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
CERU & LOILO	SUNGIANG	Brit. str.	—	—	SHAW, TOMES & Co.	On 27th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	—	DAVID SASSON & Co., Ltd.	On 23rd inst. at 3 P.M.
				P. H. Rolfe	JARDINE, MATHESON & Co.	On 27th inst. at 3 P.M.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila via Amoy.	On 18th Oct., 5 P.M.
ZAFIRO	2540	R. Bodger	Manila.	On 27th Oct., Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 15th October, 1906. [18]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "BRAEMAR"	About 20th November.
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For freight and further information apply to
SHEWAN TOMES & CO.,
 GENERAL AGENTS
 Hongkong, 9th October, 1906. [19]

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, SCANDINAVIAN, ESTIAN and GERMAN BALTIC PORTS	"NIKOBAR"	On or about 30th Oct.
SHANGHAI, YOKOHAMA, KOBE and VLADIVOSTOK	"SAN DOMINGO"	On or about 5th Nov.
	"CAMBODIA"	On or about 3rd Dec.
ODDESSA	"PETRONIA"	On or about 10th Dec.

For Further Particulars, apply to
MELCHERS & CO.,
 AGENTS.
 Hongkong, 17th October, 1906. [1357]

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL.
MANILA	"YUENANG"	Thursday, 18th Oct., 4 P.M.
MANILA	"LOONGSANG"	Saturday, 20th Oct., 4 P.M.
SHANGHAI	"HANGSANG"	Tuesday, 23rd Oct., daylight.
TIENSIN	"CHIPSING"	Thursday, 25th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 27th Oct., 3 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo on Through Bills of Lading to Chiofo, Tientsin, Nanchang & Yangtze Ports.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
 GENERAL MANAGERS.
 Hongkong, 18th October, 1906. [18]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	On 24th October.
TREMONT	9,606	T. P. Garlick	On 20th November.

For further information apply to—
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS, Hongkong, 2nd October, 1906. [7]

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG," "HOHENSTAUFEN," and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious passenger accommodation first-class. Cabins Amidship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA (TSINGTAU, CHEFOO AND TIENSIN VIA SHANGHAI)

RHENANIA	...	Capt. V. Hoff	...	1st November
HOHENSTAUFEN	...	" Jaeger	...	2nd December
SILESIA	...	" Balde	...	2nd January
SCANDIA	...	" v. Doehren	...	1st February

NEXT SAILINGS HOMEWARD.
 FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA... 20th October

FOR YOKOHAMA & KOBE... 22nd October

FOR SHANGHAI, KOBE & YOKOHAMA... 1st November

FOR SHANGHAI, KOBE & YOKOHAMA... 13th November

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

* HABSBERG ... FOR HAVRE & HAMBURG ... 2nd November

TEUTONIA ... FOR ANTWERP & HAMBURG ... 10th November

DELISGAVIA ... FOR HAVRE, BREMEN & HAMBURG ... 20th November

SEGOWIA ... FOR HAVRE & HAMBURG ... 30th November

SITHONIA ... FOR HAVRE & HAMBURG ... 30th November

Hongkong, 17th October, 1906. [12]

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).
 Calling at MANILA, SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

THE Company's Steamship

"PERSIA."
 Captain Cruglietto, will be despatched as above on SATURDAY, the 20th inst.

This Steamer has capital accommodation for passengers, electric light, and carries a doctor.

For information as to Passage and Freight apply to

SANDER, WILKEL & Co.,
 Agents,
 Prince's Buildings,
 Hongkong, 3rd October, 1906. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE."
 Captain Helms, will be despatched for the above Ports on SATURDAY, 27th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 5th October, 1906. [1860]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"TOURANE."
 Captain Lancelotti, will be despatched for MARSEILLES, on TUESDAY, the 30th October, at 1 P.M.

Passage-tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "AUSTRALIEN" ... 13th Nov.

S.S. "TONKIN" ... 27th Nov.

S.S. "ERNEST SIMONS" ... 11th Dec.

S.S. "POLYNESIE" ... 25th Dec.

S.S. "CALEDONIE" ... 8th Jan.

G. DE CHAMPEAUX, Agent.

Hongkong, 17th October, 1906. [2]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

"SHIMOSA" ... About 27th Nov.

"GHAEZE" ... 24th Nov.

For Freight and further information, apply to

DODWELL & CO., LD.,
 Agents.
 Hongkong, 13th October, 1906

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
KOBE and YOKOHAMA	CEYLON Capt. G. W. Babot, R.N.R.	About 16th October	Freight and Passage.
SHANGHAI	DELTA Capt. C. L. Daniel	About 18th October	Freight and Passage.
LONDON, &c., via USUAL PORTS	DELHI Capt. J. D. Andrews, R.N.R.	Noon, 20th October	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MANILA Capt. A. W. Anderson, R.N.R.	About 24th October	Freight and Passage.
YOKOHAMA via SHANGHAI, SUMATRA, MOJI and KOBE	MOJI Capt. E. W. Bruce	About 28th October	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th October, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"TAIYUAN"	On 20th October.
SHANGHAI	"KIUKIANG"	On 22nd October.
SHANGHAI and CHINKIANG	"HANGCHOW"	On 23rd October.
MANILA	"TEAN"	On 23rd October.
CEBU and ILOILO	"SUNGKIANG"	On 23rd October.
SHANGHAI	"YOCHOW"	On 24th October.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th October, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S SS.	LEAVING
TAMUI via SWATOW AND AMOI	"JOSHIN MARU" Capt. H. ORTA	SUNDAY, 21st Oct. at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unvalued Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 17th October, 1906.

T. ARIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

via COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second Saloon,
To LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

[1899]

IMPERIAL GERMAN MAIL LINES.

NORDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUERZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGETAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ LUDWIG	WEDNESDAY 24th October
PRINZESS ALICE	WEDNESDAY 7th November
ROON	WEDNESDAY 21st November
BUELOW	WEDNESDAY 5th December
PRINZ REGENT LUITPOLD	WEDNESDAY 19th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 2nd January
SEYDLITZ	WEDNESDAY 16th January
PRINZ HEINRICH	WEDNESDAY 30th January
GNEISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February

ON WEDNESDAY, the 24th day of OCTOBER, 1906, at Noon, the Steamship
"PRINZ LUDWIG," Captain von Binzer, with MAILS, PASSENGERS, SPECIE
and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 22nd Oct. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 23rd Oct. and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 23rd Oct.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Liners can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR

return

TO SOUTHAMPTON, LONDON, BREMEN
AND HAMBURG

return

TO NEW YORK VIA SUEZ

via NAPLES, GENOA or GIBRALTAR

return

via BREMEN or SOUTHAMPTON

return

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers'
expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

via NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS

SAILING DATES

SANDAKAN

WILHELM

PRINZ SIGISMUND

ON THURSDAY, the 16th OCTOBER, at Noon, the Steamship "SANDAKAN,"
Captain G. Wendig, with Mails, Passengers and Cargo will leave this port as above.
Liners can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA

TO NEW GUINEA

TO BRISBANE

TO SYDNEY

TO MELBOURNE

TO YOKOHAMA

TO YOKOHAMA and back from KOBE

TO HONGKONG

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE via AUSTRALIA and COLOMBO by Imperial Mail Steamer

TO EUROPE via AUSTRALIA and AMERICA

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "ROON" ... Wednesday, 24th Oct.

KOBE & YOKOHAMA "WILHELM" ... Wednesday, 24th Oct.

YOKOHAMA and back "WILHELM" ... Wednesday, 24th Oct.

SHANGHAI, NAGASAKI, "BUELOW" ... Wednesday, 24th Nov.

KOBE & YOKOHAMA "BUELOW" ... Wednesday, 24th Nov.

* Coaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton

To Paris via Cherbourg

To Naples, Genoa via Gibraltar

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELOCHERS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND

SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELOCHERS & CO.,
AGENTS.

Hongkong, 12th October, 1906.

[1905]

CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC IS THE "EMPRESS LINE." Saving 5 to 10 days Ocean Travel.
11 DAYS YOKOHAMA TO VANCOUVER.
13 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425	SATURDAY, 20th Oct.	12th Nov.
"EMPRESS OF CHINA"	6,000	THURSDAY, 25th Oct.	12th Nov.
"EMPRESS OF INDIA"	6,000	THURSDAY, 22nd Nov.	10th Dec.
"ATHENIAN"	3,852	WEDNESDAY, 23rd Nov.	22nd Dec.
"EMPRESS OF JAPAN"	6,000	THURSDAY, 25th Dec.	7th Jan.
"MONTEAGLE"	6,163	WEDNESDAY, 23rd Dec.	19th Jan.

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW PACIFIC "EMPRESS" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 24 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £20; via New York £22.
Intermediate on Steamers: "240," "242,"
and 1st Class Railways: "240," "242."

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate

passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China

and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
Corner Pender Street and Praya opposite Blake Pier.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STEAM NAVIGATION Co's fortnightly

service between CALCUTTA, SAILINGS from

CALCUTTA for CAPT. PORTS every fortnight

For Freight and further particulars

apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan

Hongkong, 4th August, 1898.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS nor

the OWNERS will be RESPONSIBLE for

any DEBT contracted by the OFFICER or

the CREW of the following Vessel during her

stay in Hongkong Harbour—

S. P. HYNDROCK, American Ship, E. L. Zerk

—Arnhold, Karberg & Co.

L. E. CHAPMAN, American Ship, R. Baadfield—

Arnhold, Karberg & Co.

ENKABONI, British Ship, McBurnie—

Doddwell & Co., Ltd.

PURE FRESH WATER.

THE HONGKONG STEAM WATER

BOAT CO., LTD., is prepared to supply

any Quantity of PURE FRESH WATER

to the Shipping, both for Deck and

Boilers.

Call Flag—W.

J. W. KEW,

Manager,

Hotel Mansions, 3rd Floor,

Hongkong, 8th August, 1896.

1712

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SHIPPERS

Cutler, Palmer & Co., London

AGENTS

SIEMSEN & CO.

HONGKONG.

409

SHIPPING IN PORT.

STEAMERS.

AMERICA MAIL, Japanese str., 2,460, Philip

Going, 13th October—San Francisco 14th

Sept., General.—Toyo Kisen Kaisha.

BIRN THUAN, French str., 984, G. Roulet,

3rd Oct.—Bangkok 25th Sept., Pice—

Arnhold, Karberg & Co.

BOURBON, French str., 950, La Bail, 23th

September—Saigon 23rd Sept., Rice—

Chinese.

CATHERINE APCAR, British str., 1,730, W. D.

A. Thomas, 10th Oct.—Singapore 4th Oct.,

General.—David Sassoon & Co.

CETLON, British str., 2,637, G. W. Babot, 12th

Oct.—London 11th August, and Calcutta

29th September, Coals and General.—P. &

O. S. N. Co.

CHOWTAI, German str., 1,151, W. Mollmann,

15th Sept.—Bangkok 9th Sept., General—

Butterfield & Swire.

DEVANOWSE, German str., 1,262, T. V. Bruch,

5th Sept.—Bangkok 27th Aug. and Hoikow

3rd Sept., Rice and Meal.—Norddeutscher

Lloyd.

EL KANTARA, French str., 8,878, Lemmonier,

16th Oct.—Antwerp 2nd Sept., General—

Messageries Maritimes.

EMMA LUTKEN, German str., 1,159, G. Coranad,

16th July—Mauritius 22nd May, Sugar—

Chinese.

SAILING VESSELS.

EOLIPSE—British barque, 2,468, J. McDryde,

1st Sept.—New York, 6th May, Case Oil,

—Standard Oil Co.

ESKABONI, British ship, 1,670, W. McBurnie,

13th Oct.—Manila 13th Sept., General—

Doddwell & Co.

I. F. CHAPMAN, American ship, 2,013, R.

Baadfield, 25th August—Manila 15th Aug.

Ballast—Arnhold, Karberg & Co.

S. P. HYNDROCK, Amr. ship, 2,086, E. L. Zerk,

1st Sept.—Manila 20th August, Ballast—

Arnhold, Karberg & Co.

